

AN AGREEMENT
REGARDING THE CONDUCT
OF
TRANSPORTATION PLANNING AND PROGRAMMING
IN
NORTHEASTERN ILLINOIS

SIGNATORIES:

ILLINOIS DEPARTMENT OF TRANSPORTATION
REGIONAL TRANSPORTATION AUTHORITY
NORTHEASTERN ILLINOIS PLANNING COMMISSION
CHICAGO AREA TRANSPORTATION STUDY

This copy has been printed by the Northeastern Illinois Planning Commission
400 West Madison Street
Chicago, Illinois 60606

August 4, 1978

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Supporting Principles

1.0 PURPOSE

The purpose of this agreement is twofold: define the responsibilities for cooperatively carrying out transportation planning and programming; and specify how transportation planning and programming will be made part of the comprehensively planned development of the region. This agreement has been prepared in compliance with the Federal regulations promulgated on September 17, 1975 (C.F.R. 450.108) and in response to the February 6, 1978 charge by the Governor of Illinois to the Illinois Department of Transportation, Regional Transportation Authority, Chicago Area Transportation Study and Northeastern Illinois Planning Commission as the parties to the agreement. The intent of the agreement is to improve the planning process with special emphasis on improving the quality of the final product -- a transportation system which benefits the people of northeastern Illinois and the entire State.

Interagency Staffs Meeting - April 26, 1978

Purpose:

1. defines responsibilities for cooperatively carrying out transportation planning and programming.
2. specifying how transportation planning and programming will be part of comprehensively planned development of the region.
3. respond to regulations and charge of Governor.
4. improve planning process.

Governor's Letter - February 6, 1978

Instead, I wish to see greater effectiveness and coordination in transportation planning. I am interested in the final product -- a transportation system which benefits the people of northeastern Illinois and the entire State of Illinois.

As initialed on July 27, 1978

2.0 PARTIES TO THE AGREEMENT

The parties to this agreement are the agencies referred to in the Federal Regulations (CFR 450.108—

- Federal Regulations - CFR 450-108
Metropolitan Planning Organization agreements.
 - (a) The responsibilities for cooperatively carrying out transportation planning and programming shall be clearly identified in an agreement or memorandum of understanding between the State and the MPO.
 - (b) Where the MPO is different from the A-95 agency, there shall be an agreement between the two organizations which prescribes the means by which their activities will be coordinated, as required by Part IV of OMB Circular A-95. This agreement shall specify how transportation planning and programming will be part of the comprehensively planned development of the urbanized area.
 - (c) There shall be an agreement between the MPO and publicly owned operators of mass transportation services which specifies cooperative procedures for carrying out transportation planning and programming as required by this subpart.
 - (d) To the extent possible, there shall be one cooperative agreement containing the understandings required by this section among the State, MPO, publicly owned operators of mass transportation services and, where necessary, the A-95 agency.

Interagency Directors' Meeting - March 23, 197

Pursuant to Section 350.108, Metropolitan Planning Organization: agreements, of the regulations, it was agreed that:

1. There should be one agreement;
2. Parties to the agreement will be NIPC, CATS, RTA, IDOT;
3. IDOT represents the State of Illinois;
4. RTA represents the publicly owned operators;
5. NIPC is A-95 agency;
6. CATS is the MPO.

Metropolitan Planning Organizations agreements): These parties are:

- 2.1 The Illinois Department of Transportation (Illinois DOT), representing the State of Illinois;
- 2.2 The Regional Transportation Authority (RTA), representing the publicly supported operators of mass transportation services in northeastern Illinois;
- 2.3 The Northeastern Illinois Planning Commission (NIPC) which is the A-95 Areawide Clearinghouse (in reference to Circular A-95 of the U.S. Office of Management and Budget) and is responsible for comprehensive area wide planning for northeastern Illinois;
- 2.4 The Chicago Area Transportation Study (CATS), acting as the Metropolitan Planning Organization (MPO) in northeastern Illinois.

3.0 DEFINITIONS

3.1 Geographic Scope of the Agreement

This agreement covers the six northeastern Illinois counties of Cook, DuPage, Kane, Lake, McHenry and Will. This geographic area is coterminous with the area served by the RTA, NIPCC and CATS and is also coterminous with one of the administrative subdivisions of IDOT.

3.2 Implementors

Illinois Department of Transportation, Regional Transportation Authority, local elected officials as defined in Section 3.4, and other public agencies that can provide the required matching funds for capital improvement projects.

3.3 Lead Agency

The agency responsible for preparation of a particular planning product, and for coordinating the activities, including setting detailed schedules and appropriate task assignments, for all participating agencies.

3.4 Local Elected Official

A principal elected official of general purpose local government (municipality, township or county).

Interagency Director's Meeting - March 23, 1978

Pursuant to Section 450.110, Metropolitan Planning Organization: geographic scope, the agreement will cover the six counties of northeastern Illinois.

3.5 Transportation System Development (TSD). Used especially with reference to the TSD Plan, which is the long range transportation plan for northeastern Illinois. Also refers to the long range element of the urban transportation plan, as cited in 23 CFR 450.116(a).

4.0 PRODUCTS OF THE TRANSPORTATION PLANNING PROCESS

4.1 The Unified Work Program

4.1.1 The Unified Work Program (UWP) is composed of a prospectus and an annual work program. The prospectus sets a multi-year framework for transportation and transportation related planning activities. The annual work program describes those transportation and transportation-related activities planned during the next fiscal year, regardless of funding source, and documents the work to be performed with planning assistance provided by Section 9 of the Urban Mass Transportation Act (49 U.S.C. 1607a) and Title 23 U.S. Code Sections 104(f) and 307(c). The UWP provides a clear statement of the objectives of the transportation and transportation related planning program, focuses the program on the key issues and transportation investment decisions facing the region, details the planning work elements required by the decision makers and allocates the transportation planning funds for carrying out these work elements.

- Interagency Directors' Meeting - April 19, 1978

The Unified Work Program is the document referenced in Section 450.114 of the regulations.

- Interagency Directors' Meeting - March 23, 1978

The primary objective of the Unified Work Program is to serve funding and implementing bodies in guiding investment decisions.

- Federal Regulations 450.114
Urban transportation planning process: planning work programs.

(a) The urban transportation planning process shall include the development of a prospectus and a unified planning work program.

(b) The prospectus shall establish a multiyear framework within which the unified planning work program is accomplished and shall include:

(1) A summary of the planning program including discussion of the important transportation issues facing the area;

(2) A general description of the status and anticipated accomplishments of each of the elements specified in 450.120 of this subpart;

(3) A description of the procedures to be used in carrying out each element specified in 450.120 of this subpart;

(4) A description of the functional responsibilities of each participating agency; and

(5) Copies of agreements specified in 450.108 of this subpart.

(c) The unified planning work program shall:
(1) Annually describe all urban transportation and transportation-related planning activities anticipated within the area during the next 1-2-year period regardless of funding sources;

4.1.2 The Unified Work Program is developed jointly by the staffs of agencies seeking federal and state transportation planning funds. The process for developing, monitoring and amending the UWP is guided and coordinated by a UWP Committee which is a committee of CATS. The UWP Committee is composed of one representative each from NIPC, RTA, City of Chicago, Chicago Transit Authority, suburban municipalities, and the counties under one million in population. Members of the UWP Committee representing more than one agency shall be appointed on an annual basis by the CATS Policy Committee members of the involved agencies. The Illinois DOT will act as a non-voting chairman. In case of a tie vote the chairman shall cast the tie breaking vote. Representatives of the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA) are non-voting members of the UWP Committee. Other agencies which contribute funds to the planning process through the UWP may be asked to participate as non-voting members. The CATS staff acts as the secretariat and staff to the UWP Committee.

and (2) Document work to be performed with planning assistance provided under section 9 of the UMT Act (49 U.S.C. 1607a) and 23 U.S.C. 104(f) and 307(c).

- Reference to developed jointly by staff is implied in minutes of March 20 as ratified by directors on March 23. However, the statement does not appear explicitly.
- Interagency Directors' Meeting - March 23, 1978

There should be a UWP Committee: its role is to:

- a. provide guidance to agencies developing the annual work program, to define goals and objectives of the planning program.
- b. oversee the process of program development.
- c. recommend a program to appropriate policy board for approval.

Committee Participants

<u>Present</u>	<u>Proposed</u>
IDOT	(NON-VOTING)
RTA	IDOT CHAIRMAN)
City of Chicago	RTA
Suburban Municipalities	NIPC
Counties	Suburban Municipalities
	City of Chicago
Observers: UMTA; FHWA;	CTA
Chairman, Work Program	Counties under one
Committee	million in population
	CATS as secretariat
	Observers: FHWA, UMTA

4.1.3 NIPC is responsible for convening an interagency staff group of CATS, RTA, City of Chicago, county planning commissions, councils of governments and other interested groups to identify comprehensive planning issues for northeastern Illinois to guide the work program development in the forthcoming fiscal year. NIPC is responsible for preparing a paper documenting this effort and submitting this paper to the UWP Committee no later than September 1 of each year. The Illinois-Indiana Bi-State Commission is responsible for identifying Bi-regional planning issues and development strategies and submitting them to the UWP Committee no later than September 1 of each year.

4.1.4 CATS, as the lead agency, is responsible for developing the prospectus part of the UWP and submitting it to the UWP Committee no later than October 1. The UWP is to be developed on the basis of the bi-regional and comprehensive planning issues papers and any additional transportation planning issues identified under the guidance of the UWP Committee. The RTA has the lead

- Interagency Staff Meeting - April 24, 1978

The Unified Work Program Committee shall be a committee of CATS.

- Interagency Staff Meeting - April 24, 1978

1. NIPC will convene an interagency staff group to identify comprehensive planning issues for northeastern Illinois to guide the work program development in the forthcoming year. NIPC will develop a paper early in September of each year documenting conclusions of this effort.
2. Bi-regional planning issues and development strategies will be developed by IIBC.
3. Bi-regional and comprehensive planning issues papers, and any additional transportation planning issues will be the basis for development of the Transportation Planning and Work Program Prospectus by the MPO with NIPC and RTA participation. RTA has lead responsibility with regard to transit planning issues.

responsibility with regard to transit planning issues. CATS has lead responsibility for identifying intermodal transportation planning issues. Illinois DOT has lead responsibility for identifying statewide transportation planning issues.

4.1.5 The UWP Committee is responsible for recommending, by February 15, a preliminary UWP. The preliminary UWP is then forwarded to Illinois-Indiana Bi-State Commission (IIBC) for inclusion in the Unified Regional Planning Program (URPP) which is the work program for comprehensive bi-regional planning in the following topical areas: communications, comprehensive planning, land use, information services, transportation, housing, open space and recreation, spatial development, natural resource management, water supply, water quality management planning, storm and floodwater, solid waste, intergovernmental relations, human resources, economic development, and community planning and development. The parties to this agreement are responsible for coordinating with the IIBC in the development of the URPP, including attendance at an interagency forum which meets periodically to review progress of the development of the URPP elements as they relate to the overall objectives of the comprehensive planning work program. The process

Interagency Directors' Meeting - April 19, 1978

The Unified Work Program will be forwarded to the Illinois-Indiana Bi-State Commission in the Unified Regional Planning Program document.

The Unified Regional Planning Program is the work program for bi-regional planning the following areas: Comprehensive General Plan, including water resources, open space, air quality, transportation, land use, housing, and intergovernmental relations, economic development, communications, information services, community development, natural resources human resources.

In order to maintain bi-regional coordination in the development of Northwest Indiana's and Northeastern Illinois' Unified Work Programs, CATS, NIPC, RTA, and IDOT will coordinate with the Illinois Indiana Bi-State Commission in the development of the Unified Regional Planning Program.

Interagency Staff Meeting - April 24, 1978

An interagency forum will meet periodically to review progress of development of the Unified Regional Planning Program elements as they relate to the overall objectives of the comprehensive planning work programs.

for developing the URPP overlaps that for the development of the UWP; the IIBC is responsible for setting the schedule for the development of the URPP and ensuring its completion no later than March 30 of each year.

4.1.6 After final coordination with the URPP Process and review by CATS Policy Committee, a draft UWP is submitted by CATS, prior to March 10, for A-95 review and review by funding agencies. The A-95 and funding agency comments are to be presented and discussed at the review meeting(s) with the federal intermodal Planning Group. The UWP Committee is to consider the final funding agency and A-95 comments prior to presenting the final recommended program to the CATS Policy Committee for endorsement prior to May 15 of each year. The UWP and its drafts are submitted directly to the funding agencies by CATS.

4.1.7 The endorsement by the CATS Policy Committee is the last step in the process of developing the UWP.

Interagency Directors' Meeting - March 23, 1978

The UWP Committee will recommend a program for A-95 review first. Concurrently, a draft program will be submitted to federal funding agencies for comments. MPO endorsement is the last step.

Interagency Directors' Meeting - April 19, 1978

The Unfiled Work Program will be submitted directly to federal funding agencies by the MPO.

Interagency Directors' Meeting - March 23, 1978

The UWP Committee will consider federal and A-95 comments prior to presenting a final recommended program to the MPO for endorsement. All such comments are to be incorporated into the program presentation at the time of final joint funding agency review (e.g., any meetings with the federal Intermodal Planning Group).

- Interagency Directors' Meeting - March 23, 1978

MPO endorsement is the last step.

4.2 Transportation System Development Plan

4.2.1 The Transportation System Development (TSD)

Plan is the long-range element for the transportation planning process and is one of the functional elements of the Comprehensive General Plan. The TSD Plan provides for the long-range transportation needs of northeastern Illinois and identifies new transportation policies and facilities or major changes in existing facilities. The TSD Plan currently under development in northeastern Illinois is the Year 2000 Plan.

4.2.2 The TSD is to be consistent with the comprehensive long-range land use plan, urban development objectives and the overall social, economic, environmental, system performance and energy conservation goals and objectives of the area. NIPC, as lead agency and in cooperation with CATS, Illinois DOT and RTA, is responsible for identifying the goals and objectives that

- Federal Regulations - C.F.R. 450.116

(c) The long-range element of the transportation plan shall:

- (1) Provide for the long-range transportation needs of the urbanized area; and
- (2) Identify new transportation policies and transportation facilities or major changes in existing facilities by location and modes to be implemented.

- Federal Regulation - C.F.R. 450.116

(d) The transportation plan shall be consistent with the area's comprehensive long-range land use plan, urban development objectives, and the area's overall social, economic, environmental, system performance and energy conservation goals and objectives.

- Interagency Director's Meeting - April 19, 1978

It was further agreed that the process for the TSD plan would be outlined as follows:

1. Goals and Objectives.

Pursuant to Section 450.120(a)(1):

the TSD Plan is to address for the purpose of relating the development of transportation to the growth and development objectives of northeastern Illinois.

4.2.3 The data collection, analysis and forecasting in support of the TSD planning process will be conducted in accordance with the responsibilities of each agency as defined in Section 5 of this agreement.

4.2.4 The development of alternative TSD plans is to include special efforts to plan transportation facilities and services that can effectively be utilized by elderly and handicapped persons, provide for the consideration of energy conservation, include consideration of existing private mass transportation service, and provide for management improvements to make more efficient use of the existing transportation resources.

4.2.5 As the basis for TSD plans, NIPC, as lead agency and in cooperation with other signatories, is responsible for providing the land use and develop-

"Provide for the consideration of social, economic, and environmental effects, in support of the requirements of 23 U.S.C. 109(h), and section 5(h)(2) and 14 of the UMT Act (49 U.S.C. 1604 (h)(2) and 1610);" NIPC will identify goals and objectives that the transportation plan will address for the purpose of relating

- Interagency Staff Meeting - April 11, 1978

4. Development of Alternatives

The following portions of Section 450.120 of the regulations apply:

- (a)(5)"Include special efforts to plan public mass transportation facilities and services that can effectively be utilized by elderly and handicapped persons pursuant to section 16 of the UMT Act (49 U.S.C. 1612) and section 165(b) of the Federal-Aid Highway Act of 1973, as amended;"
- (6)"Provide for the consideration of energy conservation;"
- (7)"Include consideration of existing private mass transportation services;" and
- (8)(ii)"An evaluation of alternative transportation systems management improvements to make more efficient use of existing transportation resources and the development of the transportation systems management element of the transportation plan."

- NIPC is responsible for providing the land use and development frameworks adopted as part of the Comprehensive General Plan. This will be the basis for generating the transportation alternatives.

ment frameworks adopted as part of the Comprehensive General Plan for northeastern Illinois. CATS, as lead agency and in cooperation with NIPC and the implementors, is responsible for developing the alternatives to the endorsed TSD plan. All the alternative plans are to be realistically attainable by the implementors, within the plan period. The RTA is responsible for developing the detailed transit alternatives. CATS is responsible for assuring that the alternative TSD plans are intermodally consistent. Illinois DOT is responsible for assuring that the alternative TSD plans are consistent with the state wide plan(s). Differences between agencies in connection with this Section or any other in Section 4.2 (TSD) will be resolved as identified in Section 4.2.9.

4.2.6 NIPC is responsible for evaluating the alternative TSD plans to determine the impacts on the growth and development of the region and the impacts of such growth and development on air quality. CATS is responsible for the evaluation of system performance, user benefits, costs, and air quality impacts of the transportation alternatives. The RTA is responsible for detailed evaluation of system performance, user benefits, costs and environmental

- Interagency Director's Meeting - April 19, 1978

NIPC will assess impacts of alternative transportation investments to determine their effects on the growth and development of the region and the impacts of such growth and development on air quality. CATS is responsible for valuation of systems performance, user benefits, costs, and air quality impacts of the transportation alternatives. RTA is responsible for detailed evaluation of systems performance, user benefits, cost and environmental impacts of the public transportation system alternatives. IDOT is responsible for evaluation of the State-wide impacts of alternative transportation systems.

impacts of the public transportation system alternatives. CATS is responsible for evaluating the intermodal impacts. Illinois DOT is responsible for evaluation of the state-wide impacts of the TSD alternatives and the funding implications with respect to State programs.

4.2.7 Each agency is responsible for the preparation of technical reports summarizing its evaluation and assessment of the alternative TSD plans, as performed in accordance with its assigned responsibilities (Section 4.2.6), and for presenting its findings to the policy boards of the signatory agencies or their committees. A joint presentation group and the general schedule are to be developed with each of the four agencies being responsible for presenting its findings to Councils of Mayors, special interest groups, the technical community and the general public. The responsibilities for arranging meetings and documenting the conclusions of the public presentations of TSD plans are as follows: CATS for the Councils of Mayors and the transportation planning community; NIPC for public interest groups, citizens, and the comprehensive planning community. RTA is responsible for presentation to the transit community.

- Interagency Director's Meeting - April 19, 1978
- . Plan Selection

The evaluations conducted by the four signatories will be presented by the evaluators to the policy boards. The comments obtained from such presentations will be documented, and will be reported to the other policy boards.

Each agency shall present its evaluation performed in accordance with its assigned responsibilities as defined at the meeting of April 14;

all agencies will cooperate in development of a joint public presentation.

- . Joint presentations will be made to councils, civic-business groups, and general and technical public.
- . To assure efficient, effective participation in the Comprehensive General Plan, including the long range transportation element, NIPC will coordinate the activities of the signatories in the public participation events for meetings, public announcements and public

4.2.8 The staffs of each of the signatory agencies, each acting in its area of defined responsibility, are responsible for considering all comments and, if necessary revising the earlier evaluations and assessments. With comments and suggestions from these presentations, a subcommittee or a standing committee or the full policy board of each agency will hear the full presentation; obtain further staff input as needed, and, as necessary, make a recommendation to the full policy board. Recommendations may include changes and comments.

4.2.9 There is only one TSD plan -- differences among the policy boards of the signatory agencies, if any, are to be delineated and resolved prior to endorsement and adoption of the recommended plan. In case of differences, the Illinois DOT and the policy boards of CATS, NIPC and RTA are responsible for defining the process for jointly resolving the differences, and proceeding to do so.

4.2.10 The CATS Policy Committee, as the Metropolitan Planning Organization, is responsible for endorsing the TSD Plan for northeastern Illinois. Following endorsement, CATS forwards the TSD Plan to the NIPC Commission and RTA Board in accordance with Section 4.2.11.

- Interagency Director's Meeting - April 19, 1978
- . With comments and suggestions from these presentations, a subcommittee of each policy board will hear the full presentation; obtain further staff input as needed, and make a recommendation to the full policy board. Recommendations may include changes and comments.
- Interagency Director's Meeting - March 22, 1978
- . There will only be one transportation plan -- differences among participating agencies will be delineated and resolved prior to adoption of a recommended plan.
- Interagency Director's Meeting - April 19, 1978
- . The Policy boards of CATS, NIPC, and RTA shall define the process for jointly resolving these differences, and proceed to do so.
- Interagency Director's Meeting - March 22, 1978
- . The MPO will endorse the functional transportation plan.
- Federal Regulation C.F.R. 450.112
- . (b) The MPO shall annually endorse the plans and programs required by §§ 450.114 through 450.118 of this subpart.

4.2.11 The Commission is responsible for adopting the TSD Plan as part of the northeastern Illinois Comprehensive General Plan. Prior to its formal adoption of the TSD Plan as part of the Comprehensive General Plan, the Commission is responsible for holding a formal public hearing in accordance with its enabling legislation. Participatory events and other public meetings leading to this formal hearing are described in Sections 4.2.7 and 5.3.

4.2.12 The 1995 Transportation System Plan is the current officially endorsed and adopted TSD plan for northeastern Illinois. The Year 2000 Transportation System Development Plan is scheduled for completion by March, 1979.

4.2.13 Each year, the TSD Plan is to be reviewed and, if necessary, revised and updated. The tasks for the TSD Plan review and update are to be defined and agency responsibilities assigned through the Unified Work Program. The basic responsibilities of the signatory agencies in the plan update are the same as those defined in the preceding sections for the TSD Plan development.

- Interagency Director's Meeting - March 22, 1978

NIPC will adopt the long-range transportation plan as part of the region's Comprehensive General Plan (CGP).

- Interagency Director's Meeting - April 12, 1978

- NIPC will, in accordance with its legislation hold public meetings and other participatory events leading to hearings on each of the products of the planning process that are adopted or formally considered by the Commission.

- Interagency Director's Meeting - April 19, 1978

- NIPC will conduct final public hearings on the recommended plan leading to adoption of this plan by NIPC.

- Interagency Staff Meeting - April 27, 1978

- Minutes do not show specific date discussed.

- Interagency Director's Meeting - April 19, 1978

- Each year, there will be a detailed review of a major element(s) of the long-range plan. The task will be defined and agency responsibilities assigned through the Unified Work Program, developed annually.

4.3 Transportation System Management Plan

4.3.1 The Transportation System Management (TSM)

Plan provides for the short-range transportation needs of the urbanized area by making efficient use of existing transportation system and ensuring the movements of people and goods in an efficient manner.

The objectives of the TSM Plan are to be achieved through the identification of traffic engineering, public transportation, regulatory, pricing, management, operational and other strategies leading to improvements in the efficiency of the existing transportation system, not including new transportation facilities or major changes in existing facilities.

4.3.2 The RTA has the lead responsibility for the development of TSM strategies relating to transit operations.

- Federal Regulations - C.F.R. 450.116

(b) The transportation systems management element of the transportation plan shall:

(1) Provide for the short-range transportation needs of the urbanized area by making efficient use of existing transportation resources and providing for the movement of people in an efficient manner; and

(2) Identify traffic engineering, public transportation, regulatory, pricing, management, operational and other improvements to the existing urban transportation system not including new transportation facilities or major changes in existing facilities.

- Interagency Director's Meeting - March 23, 1978 as further defined in Interagency Staff's Meeting of April 25, 1978

- RTA has the lead responsibility for the development of TSM strategies relating to transit operations, including, but not specifically limited to:
 - express bus service
 - better collection and distribution services
 - flexibility in routing and rescheduling transit
 - shuttle transit services
 - fares and pricing
 - passenger information
 - transit marketing
 - preferential treatment of transit vehicles
 - non-conventional mass transit service

4.3.3 The lead responsibility for improvements of traffic operations on streets and highways rests with the agency that has jurisdiction for any given street and highway. CATS is responsible for providing technical assistance for these jurisdictions, on request.

4.3.4 CATS has the lead responsibility for coordinating the TSM strategies relating to multi-modal operations. CATS, in cooperation with the appropriate agencies, is responsible for the preparation of the TSM Plan for northeastern Illinois which is updated and endorsed annually by the CATS Policy Committee. TSM strategies having an impact on the programs of the Illinois DOT, RTA and other implementors, will be approved by the implementors, as appropriate, prior to incorporation into the TSM Plan.

4.3.5 All implementors and operators, through the coordinative mechanisms of the lead agencies, as defined in Sections 4.3.2 through 4.3.4, will participate in the TSM planning process as appropriate.

4.3.6 NIPC is responsible for the assessment of the TSM strategies to assure that they are consistent with, and support implementation of, the

- . IDOT has lead responsibility for improvements
- . Localities have lead responsibility for improvements to traffic operations for local road improvements. CATS shall provide technical assistance, as requested.
- . CATS has the lead responsibility for coordinating the TSM strategies relating to multi-modal operations, including, but not specifically limited to:
 - staggered work hours
 - car-free zones
 - truck delivery restrictions, etc.
 - pedestrians and cycle provisions
 - preferential treatment for high occupancy vehicles
 - car pooling
- . CATS, in cooperation with appropriate agencies, will prepare the TSM plan which will be updated annually.
- . In all instances where transit operations are involved, CATS shall cooperate with RTA.
- . NIPC is responsible for an assessment of TSM strategies to assure that they are consistent with, and support implementation of, the Comprehensive General Plan. The assessment may include proposals for strategies which support comprehensive planning objectives.

Comprehensive General Plan for northeastern Illinois. The assessment may include proposals for strategies which further promote comprehensive planning objectives. This assessment is to be considered by CATS prior to the finalization and endorsement of the TSM plan as specified in 4.3.4 and the NIPC comments will be added to the final TSM plan document.

4.4 THE TRANSPORTATION IMPROVEMENT PROGRAM

4.4.1 The Transportation Improvement Program (TIP) is a staged five-year attainable program of transportation projects.

The TIP includes an annual element which is a list of specific transportation improvement projects proposed for implementation during the first program year.

This agreement recognizes that the implementors who are accountable for providing the transportation facilities and services play the greatest role in developing the TIP. The agreement also recognizes that many agencies and groups as well as individuals are impacted by or may otherwise have an interest in the allocation of funds available for transportation improvement programs in northeastern Illinois (in particular, the local elected officials of general purpose governments) and that the most effective method of gaining their input is through an open forum.

4.4.2 The TIP is developed and updated annually through the CATS Policy Committee in cooperation with State and local officials, RTA and other regional and local transit operators, and other affected transportation and regional planning and implementing agencies.

- Federal Regulation C.F.R. 450.304

- . "Transportation Improvement Program" means a staged multiyear program of transportation improvements including an annual element.
 - . "Annual element" means a list of transportation improvement projects proposed for implementation during the first program year.
 - Interagency Directors' Meeting - March 29, 1978
- The program will cover a period of five years.

- Interagency Directors' Meeting - March 29, 1978
- . The transportation Improvement Program shall be developed and updated annually under the direction of the Metropolitan Planning Organization (MPO) in cooperation with:
 - 1) State and local officials;
 - 2) Regional and local transit operators;

Among other factors the TIP development procedure is to allow for the A-95 review of the annual element and the review of the five year program for determination of consistency with, and support of the Comprehensive General Plan for northeastern Illinois.

4.4.3 The TIP is structured to reflect the federal funding sources. Accordingly, the TIP document is organized with a section devoted to each of the following categories of projects: Interstate System; projects on urban extensions of primary and secondary systems; urban systems; interstate substitutions; Sections (3) and (5) of the Urban Mass Transportation Act; projects financed by the highway safety program; and other groups of transportation improvements, as appropriate.

New sections will be added to the TIP to correspond to any new categories of federal funding for transportation improvements.

4.4.4 The TIP is based on realistic estimates of the costs and resources available to the region for the fiscal year of the annual element and the five-year program period. Providing estimates of the project costs is the responsibility of the project initiators

- 3) Recipients authorized under section 5(b)(2) or (3) of the UMTA Act (49 U.S.C. 1604(b) (2) or (3) and
- 4) Other affected transportation and regional planning and implementing agencies.

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The TIP should be structured in the format set forth in this section - e.g., one section will be devoted to each of the following categories of projects: urban systems; Interstate substitutions; Sections 3 and 5 of the UMTA Act; projects on urban extensions of primary and secondary systems; projects on the Interstate system.

- The inclusion of the Highway Safety Program is at the option of IDOT. RTA, NIPC and CATS recommend such inclusion.
- Federal Regulations C.F.R. 450.308(d)

Include realistic estimates of total costs and revenues for the program period.

as identified in Section 4.4.13 of this agreement. The process for the development of the fiscal forecasts is defined in Section 4.4.14.

4.4.5. The implementors, other agencies, public and private interest groups and individuals are invited to present proposals for improvements to the transportation system. Proposals shall consist of improvements recommended from the Transportation System Development (TSD) and Transportation System Management (TSM) plans as well as projects programmed in accordance with the procedures defined in Section 4.4.13.

- . The transportation improvement program shall consist of improvement recommended from the transportation systems management and long range elements of the transportation plan developed under Section 450.116 of this part.

Each year, the RTA is required to prepare and adopt after holding public hearings in each county of the region, a five year program and a comprehensive annual program and budget including plans for operations and capital development during the forthcoming period. This adopted program will constitute the RTA funded portion of the TIP. By April 15 of each year RTA will make its proposed one and five year programs available to CATS and NIPC.

By March 31 of each year, the local elected officials, Illinois DOT and other implementors submit their proposed one and five year programs to CATS which will forward copies to NIPC to initiate the latter's review process.

NIPC is responsible for providing, by June 1, the other signatory agencies with its preliminary review findings as to the consistency of the proposed programs with, and its support for, the implementation of the Comprehensive General Plan for northeastern Illinois.

4.4.6 CATS is responsible for compiling the transportation programs, as submitted by the implementors, into an integrated transportation improvement program for northeastern Illinois. By May 10, the integrated program document is submitted to NIPC for formal A-95 review of the annual element and adoption of the five year program which are to be completed by June 20 of each year. Such adoption shall not delay implementation of the MPO endorsed TIP.

4.4.7 The individual projects included in the annual element of each TIP, as submitted by the implementors and compiled by CATS into the integrated TIP, are to include the following information:

- . Sufficient descriptive material (i.e., type of work, termini, length, etc.) to identify the project.
- . Estimated total cost and the amount of Federal funds proposed to be obligated during the program period.
- . Proposed source of Federal and non-Federal funds, and

. Identification of the recipient and State,
regional and local agencies responsible
for carrying out the project.

Projects for which the above description is not
available may be flagged for later review.

Data RTA secures from carriers for purposes of one
and five year programming will be shared with CATS
and NIPC within three weeks of receipt or by
March 1, whichever is sooner. Questions and comments
with respect to these data will be communicated by
CATS and NIPC to RTA.

4.4.8 CATS is responsible for providing, by
June 1, the other signatory agencies with its
preliminary review findings as to whether the
proposed programs are consistent with and
support the implementation of the TSD and TSM
plans and other plans or programs endorsed by the
MPO. Throughout the review process the staffs of
all signatory agencies agree to share information,
as appropriate, on the TIP.

4.4.9 Following the completion of the individual
programs by the implementors, the TIP, including

the annual element for the program year, is presented to the CATS Policy Committee for endorsement. The presentation for endorsement is to occur no later than July 15 of each year.

4.4.10 Following its endorsement, CATS submits the Transportation Improvement Program, including the Annual Element, to the Governor of the State of Illinois, the Urban Mass Transportation Administration and through Illinois DOT to the Federal Highway Administration.

4.4.11 The review and consistency evaluation of the TIP with adopted and endorsed plans and programs is continued beyond the date of endorsement to allow for more complete information in the development of subsequent TIPs. NIPC is responsible for completing a detailed assessment of the integrated TIP, submitted to it on May 10 by CATS, in accordance with NIPC responsibilities as defined in Section 5 of this agreement. This assessment includes additional analysis that would not be possible within the limited time allotted for the A-95 review. The detailed assessment which includes the extent to which the TIP conforms

with and supports the Comprehensive General Plan is documented in a report(s) submitted to CATS, RTA and Illinois DOT by September 1 of each year.

4.4.12 CATS is responsible for conducting a detailed evaluation of the TIP in accordance with its responsibilities as defined in Section 5 of this Agreement. This evaluation includes an analysis of the impact that implementation of the last four years of the TIP would have on meeting the transportation needs of the region, and on the performance of the existing transportation system defined in the TSD and TSM plans and other plans and programs endorsed by the CATS Policy Committee. Based on these evaluations CATS may recommend to the implementors projects which should be considered for advancement from these two plans and other endorsed plans and programs into the TIP for the subsequent years. CATS will integrate NIPC's evaluations into the recommendation which is released through the Policy Committee by October 1.

4.4.13 The TIP may include projects recommended for advancement in accordance with Section 4.4.12. In addition, the TIP may include projects initiated and approved as follows:

- Federally funded projects shall be initiated for inclusion in the annual element at all stages in the development of the transportation improvement for which program action is proposed. These projects shall be initiated as follows:
- Interagency Directors's Meeting - April 5, 1978
- Proposed urban system highway projects shall be initiated by local officials in whose jurisdiction the project is located.

Urban System highway projects shall be initiated by any implementor, as defined, and submitted to the appropriate Regional Council of Mayors or the City of Chicago.

a. Urban Systems and Interstate substitution projects initiated by implementors and submitted after review and approval by the appropriate Regional Council or the City of Chicago.

- Proposed urban system nonhighway public mass transportation projects and Interstate substitution nonhighway public mass transportation projects shall be initiated by principal elected officials of general purpose local governments in consultation with local transit operating officials or by local transit operating officials.

Such projects shall be submitted to the appropriate Regional Council of Mayors or the City of Chicago.

b. UMTA assisted capital improvement projects initiated by RTA or by local transit operating officials or by principal elected officials of general purpose local governments and submitted through the RTA.

c. UMTA assisted capital improvement projects initiated by principal elected officials of general purpose local governments or other implementors and submitted directly by the initiator in conformance with RTA legislation.

d. UMTA operating assistance initiated and submitted by the RTA.

e. Urban extension, Interstate System and federal aid primary projects initiated and submitted by IDOT.

. Proposed UMTA Section 3 projects (49 U.S.C. 1602) shall be initiated by recipients authorized under Section 5(b) (2) or (3) of the UMT Act (49 U.S.C. 1604(b) (2) or (3)), by local transit operating officials or by principal elected officials of general purpose local governments, in cooperation with local transit operating officials.

. Proposed UMTA Section 5 projects (49 U.S.C. 1604) shall be initiated by recipients authorized under Section 5(b) (2) or (3) of the UMT Act (49 U.S.C. 1604(b) (2) or (3)). Nothing in this subsection is intended to prohibit or discourage the initiation by such recipients of projects recommended by local transit operation officials or by principal elected officials of general purpose local governments in cooperation with local transit operating officials.

RTA is the designated recipient of UMTA Section 5 funds.

. Proposed urban extension and Interstate System projects shall be initiated by IDOT.

For the purposes of this Section, federal aid primary projects will also be initiated by IDOT. Proposed federal aid - secondary projects will be initiated by the Counties.

4.4.14 The fiscal forecasts to be used by the implementors as a guideline for developing the TIP are those prepared by Illinois DOT and RTA and compiled by CATS as follows:

4.4.14.1 Illinois DOT is responsible for forecasting funds available for the program year and the five year period for:

- a. Federal Aid to Urban Systems;
- b. Interstate, primary and secondary system programs;
- c. Interstate transfer funds;
- d. Highway safety improvement programs;
- e. Airport improvement;
- f. Matching funds available through Illinois DOT;
- g. Any additional State funds.

4.4.14.2 RTA is responsible for forecasting funds available for the program year and the five year period for:

- a. Capital grants available through the UMTA by program category;
- b. Operational subsidies available through the UMTA;
- c. Matching funds available through the RTA .

4.4.15 As other sources of funds are authorized to support transportation improvements, one of the signatory agencies will be assigned the responsibility for providing realistic forecasts of the funds that would become available to northeastern Illinois.

4.4.16 The fiscal forecasts developed in Section 4.4.14 are forwarded to CATS by September 1 each year by the forecasting agency. CATS will compile the forecast information as submitted to it by RTA, Illinois DOT and federal agencies and prepare a preliminary fiscal forecast report by September 30. The fiscal forecast report covers the program period starting the subsequent July 1.

5. Elements of the Transportation Planning Process

The specific responsibilities of each of the signatory agencies in the transportation planning process as defined in CFR 450.120 are detailed in this Section. These responsibilities apply to all transportation and transportation related planning products. The Comprehensive General Plan provides the development framework and serves as the basis for all regional planning. Each of the signatory agencies is responsible for preparation of technical reports and plan documents summarizing its findings and assuring that a record is kept of the development, refinement and appraisals of the products in its areas of responsibility.

5.1 Consideration of Social, Economic and Environmental Effects: NIPC has the lead responsibility for this element of the planning process. Prior to the adoption of a new Comprehensive General Plan or amendments and additions to the current plan, NIPC transmits the material proposed to be adopted to the other signatories for their review and comment. To ensure coordination of transportation planning products with the

- Federal Regulations - C.F.R. 450.120

(a) The urban transportation planning process shall:

(Reference all sub-sections of this section)

b) The urban transportation planning process shall include preparation of technical reports to assure documentation of the development refinement, and reappraisal of the transportation plan.

- Interagency Director's Meeting - March 22, 1978

(a)(1)"Provide for the consideration of social, economic, and environmental effects...;"
NIPC has lead agency responsibility.

. Summary of Notes Used in Sections 4.2 (TSD), 4.3 (TSM) and 4.4 (TIP) of this agreement

Comprehensive General Plan, NIPC, is responsible for assessing the social, economic and environmental effects of the transportation plans and programs on the growth and development of the region.

5.2 Coordination With Air Quality Planning

There are two aspects to the coordination of transportation planning with the requirements of the Clean Air Act as amended. The first involves the assessment of the impacts of proposed transportation plans, capital improvement and management strategies on ambient air quality. The second involves the determination of the consistency of transportation plans with the State Implementation Plan for air quality. In the case of non-attainment of the National Ambient Air Quality Standards by 1982, transportation control strategies are to be developed and incorporated into the State Implementation Plan for Illinois. In northeastern Illinois, the specific responsibilities of the signatory agencies in achieving coordination with air quality planning are as follows:

- . The 1977 Amendments to the National Air Quality Act.
- Clean Air Act Amendment of 1977 - Public Law 95.95 Section 174(a)
- . Where possible within the time required under this subsection, the implementation plan required by this part shall be prepared by an organization of elected officials of local governments designated by agreement of the local governments in an affected area, and certified by the State for this purpose. Where such an organization has not been designated by agreement within six months after the enactment of the Clean Air Act Amendments of 1977, the Governor (or, in the case of an interstate area, Governors), after consultation with elected officials of local governments, and in accordance with the determination under the first sentence of this subparagraph, shall

designate an organization of elected officials of local governments in the affected area or a State agency to prepare such plan. Where feasible, such organization shall be the metropolitan planning organization designated to conduct the continuing, cooperative and comprehensive transportation planning process for the area under section 134 of title 23, United States Code.

5.2.1 The State is responsible for evaluation of air quality impacts of the transportation system development plan and transportation system management plan and transportation improvement program. CATS, in cooperation with the implementors, is responsible for preparing alternative transportation control strategies; developing a mobile source emission inventory; determining emission reduction achieved from alternative transportation control strategies; evaluating alternative strategies for air quality improvements; transportation impacts, and feasibility of proposals; and identifying worst case carbon monoxide locations.

5.2.2 NIPC is responsible for recommending criteria for selection of transportation control strategies and for evaluation of the control strategies developed by CATS and the implementors for economic development and community impacts; assessing the impacts of the transportation control strategies on water quality and on

- Interagency Director's Meeting - April 19, 1978
- . CATS is responsible for evaluation of, and air quality impacts of transportation alternatives
- Interagency Director's Meeting - March 23, 1978
 - a) CATS will, in cooperation with the RTA, prepare alternative transportation control strategies; and will develop a mobile source emissions inventory; will determine emission reductions achieved from alternative transportation control strategies; will evaluate alternative strategies for air quality improvements, transportation impact energy impacts, and feasibility of proposals; and identify worst case carbon monoxide locations; will evaluate air quality impact of the long-range and;
- Interagency Director's Meeting - April 19, 1978
 - . NIPC will assess impacts of alternative transportation investments to determine the effect on the growth and development of the region and the impacts of such growth and development on air quality.
- Interagency Director's Meeting - March 22, 1978

regional growth patterns; assessing the secondary impacts (i.e. impacts of induced growth) of transportation control strategies on air quality; and determining where the transportation control strategies support and complement other federal programs and regional plans.

5.2.3 RTA and Illinois DOT are to cooperate with CATS in preparing alternative control strategies. Specifically, RTA is responsible for assisting in identifying control strategies involving transit operations and for recommending modal substitution opportunities. The Illinois DOT will assist CATS in identifying control strategies involving street and highway operations. CATS is responsible for evaluating intermodal trade-offs.

5.3 Involvement of the Public In the Transportation Planning Process

Public participation programs are to be integral parts of the production of each planning product. The following principles apply to all public participation efforts:

5.3.1 The signatories to this agreement will provide for early consultation and the exchange of views with interested or affected persons and organizations on development or revision of plans, programs or other significant actions prior to decision-making.

b) NIPC will develop criteria for selection of transportation control strategies; will evaluate the CATS and RTA alternative strategies for energy, economic development, and community impacts; will assess the impacts of the transportation control strategies on water quality and on the regional growth pattern; will assess the secondary impacts of transportation control strategies on air quality; and will determine that the transportation control strategies support and complement other federal programs and other regional plans.

- Interagency Director's Meeting - March 22,

c) RTA will cooperate with CATS in preparing alternative control strategies for transit projects and recommend modal substitution opportunities.

- Interagency Staff's Meeting - April 27, 1978

Preliminary copies of the determination report will be submitted by NIPC to Illinois DOT, RTA and CATS for their review and comment prior to preparation of final documentation. The implementors or applicants for specific federal grants are responsible for preparing and submitting to the appropriate authorities the necessary consistency determination of their application for Federal grants with Title VI of the Civil Rights Act of 1964.

5.5 Special Efforts to Plan Public Mass Transportation Facilities and Services That Can Be effectively utilized by elderly and handicapped persons: CATS and RTA are the lead agencies responsible for the development and endorsement of plans and programs for meeting the transportation needs of elderly and handicapped persons and for the incorporation of these plans and programs into the TSD plan and the TIP. The lead responsibilities for implementing the programs for meeting these special needs are defined in the mobility limited transportation plan and program. NIPC has a role with respect to the sociological implications.

- Interagency Director's Meeting - April 19, 1978

- . (a)(5)"Include special efforts to plan public mass transportation facilities and services that can effectively be utilized by elderly and handicapped persons pursuant to section 16 of the UMT Act (49 U.S.C. 1612) and section 165(b) of the Federal-Aid Highway Act of 1973, as amended;" CATS and RTA are the lead agencies responsible for the conduct of this work element. NIPC will have a role with respect to sociological implications.

5.6 Consideration of Energy Conservation:

All signatory agencies to this agreement will cooperate in the conduct of this work, with CATS being the lead agency. CATS is responsible for consideration of energy conservation trade-offs among transportation modes and for integrating the efforts of other agencies into a final product. RTA is responsible for analysis of energy consumption of the public transportation system. Illinois DOT is responsible for analysis of energy consumption of motor vehicles. NIPC is responsible for analysis of secondary impacts (i.e. impacts of induced growth) of the alternative transportation systems on energy conservation.

5.7 Consideration of Existing Private Mass Transportation Service:

The RTA is the lead agency and the coordinator of the effort for identifying the role of the providers of privately owned mass transportation services in transportation planning.

- Interagency Director's Meeting - April 19, 1978

(6) "Provide for the consideration of energy conservation;"

All signatories will cooperate, with CATS being the lead agency responsible for consideration of energy conservation trade-offs among transportation modes and for integrating the effort of other agencies into a final product. RTA is responsible for analysis of energy consumption of the public transportation system. IDOT is responsible for analysis of energy consumption of the highway system. NIPC is responsible for analysis of secondary impacts of the alternative transportation systems on energy conservation.

- Interagency Director's Meeting - March 22, 1978

(7) "Include consideration of existing private mass transportation services;" RTA is lead agency.

5.3.2 The agency having lead responsibility for the planning products as defined in this agreement, is responsible for assuring the necessary public participation in connection with these products.

5.3.3 The signatory agencies agree to engage in an active program of public participation which will inform the public, provide information on request and seek public response and involvement, in a coordinated manner.

5.3.4 The signatories will identify, through newsletters, seminars and public mailings, persons at each agency to be contacted for information on individual products or studies.

5.3.5 The staffs of each agency will cooperate to develop a regional public involvement process which is unified and meaningful to the public. Accordingly, each of the signatory agencies will develop a public participation schedule for its primary activities as part of the development of the UWP and/or URPP each year. These schedules will be coordinated through the UWP or URPP, as appropriate.

5.3.6 Those elected officials who review and approve the planning products shall be involved in all significant planning decisions. Channels through which they may be contacted will be clearly identified to the public.

5.3.7 The public participation programs will address, in a balanced manner, the involvement of local elected officials, the technical/professional community, special and public interest groups, and citizens. It is recognized that the needs of each of these four groups are different and will be addressed annually in defining the specific methods to be used for public participation through the Unified Work Program.

5.4 Consistency With Title VI of the Civil Rights Act of 1964:

Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Illinois with the U.S. Department of Transportation require that no person, on the grounds of race, color, sex, national origin or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the Department of Transportation. NIPC is the lead agency and is responsible for the preparing the determination of the consistency of transportation plans with Title VI in accordance with federal requirements.

- Federal Regulation C.F.R. 450.120

4) Be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and U.S.C. 794, which ensure that no person shall on the grounds of race, color, sex, national origin, or physical handicap be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the Department of Transportation;

- Interagency Director's Meeting - March 22, 1978

4) "Be consistent with Title VI of the Civil Rights Act of 1964...;" NIPC is lead agency for comprehensive determination of Title VI. On a project specific basis, implementing agencies have major responsibilities.

5.8 Technical Considerations

The size of the northeastern Illinois region and the complexity of its transportation problems require, as a minimum, the consideration of all the technical activities referenced in the Federal regulation (C.F.R. 450.120(8)). Many of these technical activities have been integrated into the process of developing the planning products and are briefly discussed in this section for cross reference purposes.

- Federal Regulations - C.R.F. 450.120

(8) Include the following technical activities to the degree appropriate for the size of the metropolitan area and the complexity of its transportation problems:

- (i) An analysis of existing conditions of travel, transportation facilities, and systems management;
- (ii) An evaluation of alternative transportation systems management improvements to make more efficient use of existing transportation resources and the development of the transportation systems management element of the transportation plan;
- (iii) Projections of urban area economic, demographic, and land use activities consistent with urban development goals and the development of potential transportation demands based on these levels of activity;
- (iv) Analysis of alternative transportation investments to meet areawide needs for new transportation facilities and the development of the long-range element of the transportation plan;
- (v) Refinement of the transportation plan through the conduct of corridor, transit technology, and staging studies; and subarea, feasibility, location, legislative, fiscal, functional classification, and institutional studies.
- (vi) Monitoring and reporting of urban development and transportation indicators and a regular program of reappraisal of the transportation plan; and
- (vii) Implementation programming which merges the results of plan refinement of the long-range element and the improvements recommended in the transportation systems management element of the transportation plan to produce a transportation improvement program as specified in Subpart C of this part.

5.8.1 Analysis of existing conditions of travel,

transportation facilities and system management:

CATS, Illinois DOT and RTA are responsible for this activity.

A forum of the signatory agencies is responsible for coordination of transportation data collection and for coordination with the collection of the social, economic and environmental data referenced in Section 5.1.

The specific data collection and analysis activities are defined annually in the Unified Work Program.

5.8.2 Projections of urban area economic, demographic and land use activities and the development of potential transportation demands:

(a) NIPC is the lead agency, responsible for the preparation and updating of the economic, demographic and land use forecasts and for ensuring that these forecasts are consistent with the area's adopted Comprehensive General Plan and

- Interagency Director's Meeting - March 22, 1978

(1) "An analysis of existing conditions of travel transportation facilities, and system management," CATS/RTA are responsible agencies.

- Interagency Director's Meeting - April 12, 1978

Pursuant to Section 450.120(a)(8):

(i) "An analysis of existing conditions of travel, transportation facilities, and systems management;"

(vi)(a) "monitoring and reporting of urban development;"

(vi)(b) "transportation indicators."

With respect to (vi)(a), NIPC is lead agency. With respect to the other items, it was agreed that the signatories to the interagency agreement all have major/primary data collection responsibilities. It was also agreed that a forum will be established to assure that transportation data will be collected in a timely, appropriate and coordinated manner.

- Interagency Director's Meeting - April 12, 1978

• "Projections of urban area economic, demographic and land use activities consistent with urban development goals;" NIPC is lead agency.

• Interagency Staff Meeting - June 3, 1978
The signatories agree to support NIPC in its negotiations with Illinois BOB to develop a regular schedule for revising projections and forecasts. In addition, the signatories agree that the latest set of endorsed forecasts will be used for developing the next generation of transportation plans and programs and that these forecasts will remain in effect until these transportation plans and programs are completed.

functional plans. The signatory agencies will address the forecasting needs on an annual basis. NIRC is responsible for coordinating the forecasts with state and local agencies.

b) CATS, RTA and Illinois DOT will cooperate in the development of the transportation demand forecasts which are based on the latest economic, demographic and land use forecasts endorsed by the Commission. CATS is the lead agency responsible for the overall transportation demand forecasts. RTA has the responsibility for detailing and finalizing the transit demand. Illinois DOT is responsible for relating the regional demand forecasts to the state-wide forecasts. Any discrepancies in the transportation demand forecasts are to be resolved before they are incorporated into the regional transportation plans and programs.

- CATS and RTA will cooperate, with CATS being the lead agency and RTA having the major responsibility for forecasting transit usage. Any discrepancies will be resolved before they are incorporated into the regional plans or programs.

5.9 Analysis of Alternative Transportation

Investments:

The responsibilities for this element are defined in Sections 4.2.6 and 4.2.7.

5.10 Refinement of the transportation plan through the conduct of implementation studies:

The specific work elements to be undertaken each year by implementors are to be defined in the Unified Work Program. CATS and the implementors are lead agencies, depending on the specific implementation studies. CATS and NIPC are responsible for providing assistance to the implementors on request and within the priorities set by the Unified Work Program.

5.11 Monitor and reporting of urban development, transportation indicators, and plan update:

NIPC is the lead agency responsible for monitoring and reporting on urban development. CATS, RTA and Illinois DOT are responsible for monitoring and reporting on transportation indicators. The responsibilities for plan reappraisal and update are described in Section 4.2.13 of this agreement.

5.12 Implementation Program:

The responsibilities for this element are detailed in Section 4.4, "The Transportation Improvement Program."

- Interagency Director's Meeting - March 22, 1978

- (v) "Refinement of the transportation plan through the conduct of corridor, transit technology, and staging studies; and subarea, feasibility, location, legislative, fiscal, functional classification, and institutional studies." CATS/RTA are responsible agencies. Pending definition, NIPC may also be involved in this function.

- Interagency Director's Meeting - April 19, 1978

• Plan Implementation

Based on projects that have advanced from the long range and TSM plans, plan implementation is the responsibility of the implementors. NIPC and CATS will provide assistance to the implementors on request.

- Interagency Director's Meeting - March 22, 1978

- (vi)(a) includes, "monitoring and reporting of urban development." NIPC is lead agency.
(b) includes, "transportation indicators." CATS, RTA and IDOT are responsible agencies.
(c) includes, "regular programs of reappraisal of transportation plan." CATS is lead agency.

6.0 LIMITS TO THE AGREEMENT

6.1 Duration of the Agreement

This agreement continues in effect until the 30th day of June 1979 and thereafter shall be subject to annual renewal to each succeeding June 30. Such renewal shall encompass any necessary amendments, and shall be effected without unreasonable delay by the signatories.

6.2 Amendments

Changes in state and federal legislative and executive rules and regulations governing transportation planning may require amendments or revisions to this agreement. This agreement may be amended to reflect such changes, or for any other reason by written agreement of all signatory agencies. Any signatory agency may request an amendment to the agreement by providing the other signatories in writing an exact statement of proposed changes. To the extent possible, requests for amendments are to be grouped and negotiated once a year during the period March 1 - April 30. All signatory agencies shall ratify any amendments to this agreement prior to their taking effect.

6.3 Relationship to Existing Laws and Regulations

Nothing in this agreement is intended to prevent any agency from carrying out its required legal responsibilities as defined in any Federal, State or local law, or executive order. This agreement pertains only to the specific provisions referenced within it.

In WITNESS WHEREOF this Agreement is being executed on behalf of the Illinois Department of Transportation, representing the State of Illinois; the Regional Transportation Authority, representing the publicly supported operators of mass transportation services in northeastern Illinois; the Northeastern Illinois Planning Commission, as the A-95 agency for northeastern Illinois; and the Chicago Area Transportation Study, as the Metropolitan Planning Organization for northeastern Illinois by the Chief Policy Officer of each agency.

7/27/78

John D. Kramer, Secretary
Illinois Department of Transportation

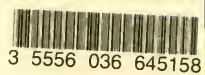
Milton Pikarsky, Chairman
Regional Transportation Authority *MP*

CSW

Cyril Wagner, President
Northeastern Illinois Planning Commission

7/27/78

John D. Kramer, Chairman
Chicago Area Transportation Study



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